

Maintaining Montana's Roadways—No Easy Task

It is often said in Montana there are two seasons, winter season and construction season. For those who work in one of MDT's 123 maintenance sections, it might be said there is just one season -- winter. This is because preparation for winter road maintenance starts in summer with activities like stockpiling sanding material and other necessary supplies. In the fall, the same trucks that are used during the summer for patching, debris removal, sign repair and other maintenance operations, are equipped for plowing and sanding.

MDT crews are responsible for 25,000 lane miles of highways. Maintaining the level of service that Montanans have come to expect on these roads has become increasingly challenging as budgets are strained.

There are approximately 800 permanent and seasonal winter maintenance employees this year. Winter shifts begin at 4 a.m. with coverage through midnight, although during winter storm events, plows are typically operational all night.

Last winter, crews logged some 246,000 labor hours, plowing more than 3.6 million miles. The material required to safely maintain the roadways was 182,000 cubic yards of sand, enough to fill 55 Olympic size swimming pools, and more than nine million gallons of deicer.

Plow drivers are instrumental, not only in clearing roads of snow and ice, but also reporting conditions used for MDT's Travel Information System (mdt511.gov or the mobile app - MDT Travel Info). Plow drivers have also been known to extend assistance to stranded motorists when possible and often assist law enforcement and emergency personnel with traffic control or incident management as well.

It's a tall order, taking care of Montana's highways. Day and night, seven days a week, including holidays, MDT maintenance personnel are working through the winter months (and preparing in the summer) to help Montana travelers arrive safely at their destinations.

Find out more about MDT's winter maintenance program at https://www.mdt.mt.gov/travinfo/travinfo_faq.shtml.

Update on Montana Infrastructure Funding

On July 1, 2017 the increase to the user fee applied to gasoline and diesel fuel took effect. This increase was approved by the 65th Montana Legislature and signed by the Governor. As enacted, the Bridge and Road Safety and Accountability Act (BARSAA) incrementally raises both gasoline and diesel state fuel taxes in the coming years to provide revenue for better roads and bridges across the state.

Revenue generated under the bill consists of increasing gasoline and diesel fuel taxes gradually between state fiscal years 2018 and 2023. The gasoline increase ranges from an initial 4.5 cents per gallon in 2018 to a total 6.0 cents per gallon in 2023, while diesel will initially increase 1.4 cents per gallon in 2018 to a total of 2.0 cents per gallon in 2023. Diesel is increased less overall to minimize the impact of increased transportation costs on consumer goods.

In 2018, MDT will receive a set amount of \$12.5 million, and the greater of \$9.8 million or 35% of the revenue raised by the tax increase in the following years. The increase in the fuel tax is projected to provide MDT with sufficient cash flow to sustain the match for the federal aid construction program. However, it does not provide sufficient funding long-term for MDT to expand infrastructure or implement a more robust state funded construction program.

The remaining revenue generated by the tax will be allocated to cities and counties for road construction, reconstruction, and maintenance of rural roads, city/town streets, alleys, and bridges. The allocation to local entities is based on the existing fuel tax allocation formula and requires at least \$1 in local matching funds for every \$20 of BARSAA funds distributed.

Revenue generated by the increase in user fees is currently being collected by MDT. Local governments will be notified of their calendar year 2017 allocations by March 1, 2018. MDT is projecting approximately \$6.4 million of BARSAA program funds will be allocated to the 184 local government entities.

Infrastructure Funding continued on Page 2



Federal Surface Transportation Program Status

As we near the close of calendar year 2017, the federal surface transportation program continues to operate under a short-term continuing resolution. Though there is a long-term program authorization act in place (FAST Act), funding is also dependent on the annual appropriations process. Without a full year appropriations bill in place, Congress keeps the federal government operating under continuing resolutions (CR) that provide programs pro-rated funding for short periods of time. We've been operating under a CR since the first of October, and all indications are that this will continue into 2018. The good news is that MDT has managed the program under the CR without disruption, and will continue to do so, to the extent possible, until Congress passes a full year appropriations bill.

2017 Construction Season Project Wrap-Up

Montana's transportation needs continue to outpace revenue three to one, which means it is more important than ever that MDT continues to carefully manage transportation investments. MDT's asset management based Performance Programming Process (P3) (<http://www.mdt.mt.gov/pubinvolve/p3.shtml>), is used to determine the best system-wide mix of resurfacing, rehabilitation, and reconstruction projects. TranPlanMT policy direction plus condition data about the assets help evaluate alternatives for a cost effective, optimal distribution of funds to meet performance goals for pavement, bridge condition, and safety.

Funding is distributed by district, highway system, and type of work. Then, specific projects are selected for the Statewide Transportation Improvement Program (<http://www.mdt.mt.gov/pubinvolve/stip.shtml>). Here are some highlights of the 2017 construction program.



Project: Madison Street Bridge—Missoula

Background: The Madison Street Bridge was programmed to be re-decked in 2020, however in January 2016, a large hole developed in the sidewalk on the deck requiring the sidewalks on both sides of the bridge to be closed to pedestrian traffic. MDT was able to use NH funding to develop a "Design Build" (DB) project that would allow design and construction of the bridge rehabilitation to be completed much quicker than the normal "Design Bid Build" approach. The project included a new concrete deck, two new bridge spans, sidewalks, a short segment of new trail, decorative lighting, pilasters with U of M plaques, slope protection, and new pedestrian and bridge railing. A previous study completed by MDT and further MDT and DB team coordination with the community allowed for an efficient design timeframe.

Work was completed in August 2017, allowing the bridge to be usable for the U of M home opening football game. During October 2017, the bridge was sealed, and new pavement markings were placed on the new deck.

Bid: \$6.5 million

Design Build Team: Frontier West & Morrison Maierle

Status: Project start late fall 2016—Completion October 2017.



Project: Rouse Avenue Oak/Story Mill—Bozeman

Background: The Rouse Avenue reconstruction project is a two-phase project reconstructing two miles of state primary highway 86. The project was initiated to address increased safety concerns for pedestrians, bikes and vehicular traffic. The project starts at Oak and proceeds northeast to Story Mill, approximately 1.2 miles. The project includes turn lanes, signals at Oak and Griffin and pedestrian upgrades that include bike lanes and sidewalks. Phase 1 is nearing completion with some work to be done in the spring of 2018. Utility moves will be underway for the south portion (Main to Oak) in the summer of 2018 with construction planned for 2019.

Bid: \$5 million

Contractor: Knife River

Status: Project start August 2016—Completion spring 2018.

Montana Infrastructure Fundingcontinued from page 1

Since BARSAA was signed into law, MDT has been working cooperatively with the Montana League of Cities and Towns and the Montana Association of Counties to develop administrative rules and processes allowing local governments to request their allocated BARSAA funds beginning on March 1, 2018. Administrative rules are nearly finalized and will be posted on the Secretary of State's website. MDT is planning to utilize the Montana WebGrants online application system to accept requests for distribution of funds from local governments (<http://www.mdt.mt.gov/roadbridge>). Training on the request process utilizing Webrants will be provided by MDT in early 2018. For more information on the BARSAA program local request process, contact Katy Callon at 444-7294 or kcallon@mt.gov.



Rockvale to Laurel—2 Lanes



Project: Rockvale to Laurel-2 Lanes

Background: The Rockvale to Laurel reconstruction project is a 4-phase project reconstructing 10.8 miles of US Hwy 212. The project was initiated to address increased safety concerns and capacity needs for vehicular traffic. It is in phase 3, which will connect the two previously constructed phases located at each end with two fully operational lanes. Phase 4 is scheduled for 2020 and will construct the remaining two lanes, thereby providing a total of four lanes similar in design to the Interstate.

Bid: \$23.25 million

Contractor: Nelcon

Status: Let September 2016—completion fall 2018.



Lane Deer Roundabout

Project: Lane Deer Roundabout

Background: This project constructed a roundabout at the intersection of US 212 and MT 39 in Lane Deer. Prior to the project, the intersection was a four-way stop. The US 212 Road Safety Audit completed in 2013 identified this intersection as a safety concern and recommended a roundabout. Development of the project required close coordination with the Northern Cheyenne Tribe.

Bid: \$4.7 million

Contractor: Knife River—Billings

Status: Let March 2017 and will be fully operational and substantially complete by the end of December, 2017.

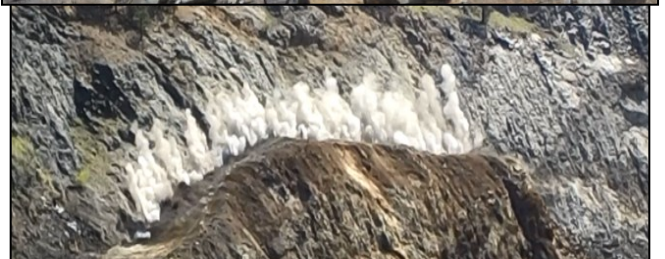
Project: D3 Rockfall Mitigation Phases 1 and 2

Background: This multiphase project is intended to reduce rockfall hazards throughout the canyon section of I-15 between Helena and Great Falls. Landslide Technology and Robert Peccia & Associates teamed with MDT Maintenance and Geotechnical to study the canyon hazards and prioritize the slopes with the highest potential for hazardous rock fall. Fifteen slopes were selected for mitigation and grouped according to traffic control logistics and similarity of construction techniques such as blasting, slope scaling, rock bolting, draping high-strength steel mesh, and installing high-strength rockfall fences. All metal elements were stained to blend with natural surroundings and reduce visual impacts to the scenic canyon.

Phase 1 was let for \$7 million to Hi-Tech Rockfall Construction, Inc., and was completed in 2015. Sites ranged in height from 190 to 325 feet. Five thousand tons (250 truckloads) of scaled debris was removed and 104,000 square feet of rockfall attenuators and 320,000 square feet of draped mesh were installed. The work on Phase 1 has already been tested in a rockfall event that occurred in May of 2017. The system performed well—successfully preventing the closure of the southbound lanes of I-15.

Phase 2 was let for just over \$4 million to Oftedal Construction, Inc., and was completed in September 2017. One hundred thousand cubic yards (5,000 truckloads) of material was removed to improve rockfall retention within the roadside ditches.

Status: The final phase will be let in February 2018.



MDT Awards Grants to Support Vision Zero

This fall, MDT awarded nearly \$3.5 million in grant funds as part of the strategy to reach Vision Zero – zero deaths and zero serious injuries on Montana roads.

Emergency Medical Services Grant Program – nearly \$1 million in grant funds has been awarded through the state funded EMS Grant program. The grants are provided to mostly volunteer, Medicare-level billing providers for ambulances, emergency vehicles, training, equipment, communication, or patient care. The program is awarded through a competitive grant process that opens May 1 annually. See: http://www.mdt.mt.gov/business/grants_ems.shtml

National Highway Traffic Safety Administration (NHTSA) Grants – MDT awarded \$2.5 million in federal grant monies from NHTSA for FFY 2018. The grants will address impaired driving, occupant protection, and child passenger safety with an emphasis on improving traffic safety through enforcement and education. Law enforcement agencies are funded for overtime patrols to concentrate on enforcement of seat belt and impaired driving laws. Grants for DUI Courts and the 24/7 Program address impaired driving. Traffic safety education programs continue with the Native American Safe On All Roads (SOAR) program and Buckle Up coalitions. The NHTSA grant opportunity will open January 1 and close March 1, 2018 for FFY year 2019 funds. See: <http://www.mdt.mt.gov/visionzero/grants/>

Teen Peer-to-Peer Grant Program – MDT in partnership with the Montana Family, Career and Community Leaders of America (FCCLA) received a \$15,000 grant from Ford Driving Skills for Life to fund teen traffic safety projects developed by FCCLA chapters. Eleven FCCLA chapter projects were funded through the grant and with MDT's

traffic safety NHTSA grant funds. Another six chapters received NHTSA grants to develop their projects. All projects must be completed by March 1, 2018. A final report will be submitted to MDT for review and prizes of \$2,500, \$1,500 and \$1,000 will be awarded to the top three projects. See <http://www.mdt.mt.gov/visionzero/people/teen-peer-to-peer.shtml>

Contact Janet Kenny at 444-7417 or jakenny@mt.gov.

2017 Annual Transportation Safety Meeting



VISION ZERO

zero deaths · zero serious injuries

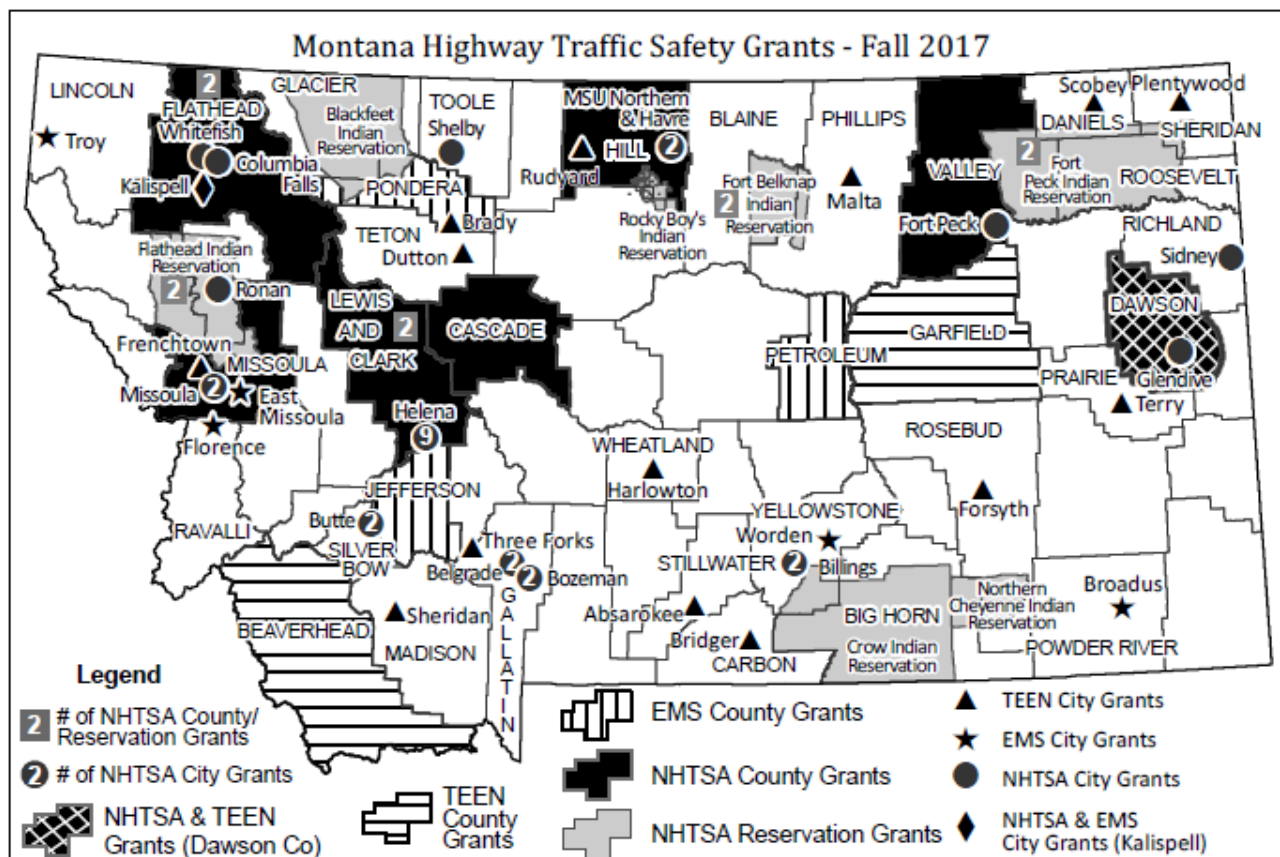
MONTANA DEPARTMENT OF TRANSPORTATION

The 10th annual Transportation Safety meeting was held October 11-12 in Helena. More than 90 attendees representing the 4Es of transportation safety—education, enforcement, emergency medical services, and engineering—attended the meeting. This two-day event enables safety partners to learn and share, discuss Montana's Comprehensive Highway Safety Plan (CHSP) implementation updates, and to evaluate progress on reducing roadway fatalities and serious injuries on Montana's roadways.

Nic Ward, director of the Center for Health and Safety Culture, was the keynote speaker. Changing safety culture cannot be done by an individual agency. Roadway safety culture is shared thinking within a group that influences the decisions to actively engage in safe or unsafe road user behaviors.

While Montana's vision is zero fatalities and zero serious injuries, the interim goal is to reduce fatal and serious injuries from 1,704 in 2007 to 852 by 2030. In 2016, Montana experienced 1,025 traffic fatalities and serious injuries; a reduction of 199 from the previous year.

For more information on the CHSP or safety efforts, contact Pam Langve-Davis at plangvedavis@mt.gov or 444-7646 or visit <http://www.mdt.mt.gov/visionzero/plans/chsp.shtml>.



Exploring Traffic Safety Citizenship

Traditional strategies to reduce risky or unhealthy behaviors focus on changing the behaviors of those individuals at risk. For example, the primary strategies applied to drunk driving are education and enforcement. Drinking and driving, speeding, and not wearing a seat belt are major contributing factors to roadway fatalities. However, the proportion of the U.S. population that engages in such behaviors tends to be small. To achieve zero deaths, we must reach these individuals who continue to engage in unsafe behaviors.

A novel approach, safety citizenship, is to empower the vast majority of safe road users to engage in prosocial behaviors to impact this smaller group. Instead of trying to reduce risky behaviors among a small group of individuals, the goal is to instill a sense of responsibility in everyone for the safety of others.

The goal of this study was to better understand which specific aspects of traffic safety culture (the values and beliefs shared among groups of road users and stakeholders that influence their decisions to behave or act in ways that affect traffic safety) predict engagement in traffic safety citizenship behaviors for wearing a seatbelt and reading or typing on a cell phone. Engagement in these behaviors was examined in the context of four social relationships with a family member, friend, acquaintance or coworker, and with a stranger.

About half of the people surveyed indicated they had been in a situation in the past 12 months when someone was not wearing a seat belt or was reading or texting while driving. Of those who indicated they were in a situation to intervene, more than half did. They were more likely to intervene with others who were socially closer to them. Overall, most people had favorable attitudes and beliefs about intervening.

Therefore, a significant number of individuals are in a position to improve traffic safety by intervening with someone engaging in a potentially risky behavior. This establishes an important opportunity to improve traffic safety. If more people choose to intervene, then the prevalence of risky behaviors could be reduced.

This project was conducted as a part of the Traffic Safety Culture Transportation Pooled Fund. For more information on this project or the pooled fund, contact Sue Sillick at ssillick@mt.gov or 444-7693.

Also see <http://www.mdt.mt.gov/research/projects/safety-citizenship.shtm>.



Take Good Care of Your Holiday Guests

Being the hostess with the mostess these days means more than making sure everyone has a fun time. It means making sure guests get home safely with a sober driver. Being a responsible host also includes making sure guests don't drink too much.

In Montana it is illegal to provide alcohol to an obviously intoxicated person. Adults who serve alcohol to anyone who is obviously intoxicated or is under 21-years old can be held liable if the person who was provided the alcohol kills or injures another person. This law extends beyond establishments that sell and serve alcohol to "social hosts" -- anyone who hosts a social gathering, including private individuals, employers, and organizations.

Here are some suggestions to ensure the safety of your guests:

- Identify the "designated drivers" and give them equal beverage service with non-alcoholic choices.
- Serve the drinks yourself, and stay sober so that you know which guests are reaching their limit.
- Have plenty of food available, including protein rich foods, which slow the absorption of alcohol.
- Provide alternatives to alcoholic beverages like tasty blender "mocktails" or spiced up fruit juices.
- Serve fresh coffee and dessert mid-way through the party.
- Only serve to those over the age of 21.
- Avoid "pushing" drinks or mixing strong drinks.
- Provide entertainment, games or activities so there is something to do besides drink.
- If you hire a bartender, be clear about not over serving or serving anyone under 21.
- Stop serving alcohol at least an hour before guests will be leaving.
- Do not serve alcohol to anyone who is visibly or noticeably intoxicated.
- Be prepared to take someone's keys if you feel the person should not drive.

Highway Traffic Safety and Transit Grant Applications Due March 1, 2018

Applications will only be accepted through the Montana Grant and Loans Web-based system <https://fundingmt.org/index.do>. Register in the system and apply when the opportunity becomes available on January 1, 2018.

For information regarding Transit grants, contact Eric Romero at eromero@mt.gov or 444-7645.

For information on registering for Highway Traffic Safety grants, contact Kevin Dusko at kedusko@mt.gov or 444-7411.

Yellowstone Airport's First Aircraft Hangar

Yellowstone Airport's first hangar is now under construction. Air Methods Corporation, dba Air Idaho Rescue, is constructing a facility to keep their aircraft operating more smoothly and reliably during the colder months. The hangar will be 50' x 70' and include crew and office areas. It will be finished by next summer.

Air Methods Corporation has operated at Yellowstone Airport for three summer seasons and in 2016 expanded to year-round operations. Since they primarily operate with a helicopter, they are not affected by the airport closing the runway in winter.

The Yellowstone Airport is owned and operated by MDT. Learn more about the airport at <http://www.yellowstoneairport.org/airport-info.shtml>.



Groundbreaking for the Yellowstone Airport hangar. Pictured left to right are: Yellowstone Airport Operations Specialist Bron Hansen, Chief of Yellowstone Airport Operations Jeff Heaney, Rainbow Investments Owner Bob Hoff, Teton West Construction Dallas Andrus and Tyler Worton, West Yellowstone Mayor Jerry Johnson, Hebgen Basin District Fire Chief Shane Grube, and Rainbow Investments Owner Jane Hoff.

Montana Transportation Commission 2018 Schedule

The Montana Transportation Commission meets at 8:30 a.m. in the Montana Department of Transportation Commission Room at 2701 Prospect Avenue in Helena, except as noted below. The meeting dates are subject to change.

February 15
April 19
June 21—District—TBA
August 23
October 24

For more information, contact Commission Secretary Lori Ryan at 444-6821 or lryan@mt.gov or go to mdt.mt.gov.

MDT Reaches Airway Beacon Program Decision

MDT has reached a decision regarding the future of the Airway Beacon Program. The 84 airway beacons in Montana were installed by the Federal Aviation Administration (FAA) in the 1930s as part of a national airway corridor network to assist pilots with night navigation. As advances in navigational technology became available in the 1960s, the FAA began decommissioning airway beacons. The FAA withdrew all support of the airway beacons by the early 1970s.

Montana adopted 17 of the beacons and continued operation in southwest Montana where radio navigational aids did not provide complete coverage for night pilots. As navigational technology has advanced, however, the beacons have become obsolete as a navigational aid to night pilots.

To ensure the opportunity for public participation statewide, MDT Director Mike Tooley executed a charter that established a working group. The purpose of the Airway Beacon Working Group was to make recommendations as to the future of the Airway Beacon Program and to hold public meetings on those recommendations.

Meetings were held in Billings, Missoula, and Helena with a total of 36 individuals attending the three meetings. MDT received a total of 125 written comments with 82 comments in favor of decommissioning all beacons and 43 comments in favor of keeping some or all the beacons operational.

After consideration of input and information, MDT Director Mike Tooley has concluded that it is in the state's best interest to decommission all airway beacons except the MacDonald Pass beacon, which is a registered historic landmark. The beacons will be decommissioned using a phased approach that will allow the Strawberry beacon and Spokane beacon to remain operational not longer than June 30, 2019. A search will be conducted to identify an entity willing to adopt the MacDonald Pass beacon no later than December 31, 2021.

The Aeronautics Division will assist the Airway Beacon Working Group to identify if private individuals or foundations interested in assuming ownership and responsibility for any beacons.

Newsline subscription issue? Update your address:

- 1) Complete and return this slip to: Sandy Waddell, MDT Planning Division, PO Box 201001, Helena MT 59620 or
- 2) E-mail Sandy Waddell at swaddell@mt.gov.

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Happy Days at the Montana Highway Department

By Jon Axline, MDT Historian

Employees of the old Montana Highway Department knew how to have a good time and thoroughly enjoyed their holidays. Extraordinary pressure was put on them during the Great Depression in the 1930s to rebuild the state's nearly 5,000 miles of highways, including bridges, and hundreds of miles of secondary or "feeder" roads. The Thirties, like the Interstate era twenty years later, was a heady time for the department and the department's employees rose to the challenge.

Beginning in 1938, Bob Fletcher edited a monthly department newsletter called *The Center Line*. The mimeographed circular provides a wealth of information about the highway department outside the official side presented in the state's newspapers. It was newsy and chatty with articles about federal and state legislation that directly impacted the department, news items, and interviews of individual employees. Information about important projects and the goings-on in bureaus, divisions, and departments were also included in the newsletter. My personal favorite items are the gossipy tidbits about the folks who once worked here in regards to their hobbies, children, marriages, etc. Fletcher gently poked fun at his colleagues, but never in a way that disrespected them or their work. Each month of the newsletter had a particular theme. Subjects included vacations, hobbies, history, and photography to name just a few.

The year 1938 was particularly active for the highway department. In addition to their work duties, employees also wrestled with a recession within the depression, and a shortage of federal funds that forced the department to tighten its belt. Yet, despite these problems, the highway department fielded softball teams, held weekly poker clubs, bridge parties, and outdoors events. They also took time out to have a department-wide party in May. All highway department employees from around the state were invited to attend the soiree.

The third annual "Hiway Party" was held at the Nite Owl, a popular nightclub on Helena's west side. For \$2 per person, highway department personnel could enjoy dancing and a delicious dinner. The menu included a three-course meal with descriptions of each course provided in terms someone from the highway department could understand. Appetizers consisted of fruit cocktails (MC-1), celery (guide posts), and cream of asparagus soup (cement grout). The main course was filet of tenderloin beef, au gratin potatoes (cement rubble) and finger

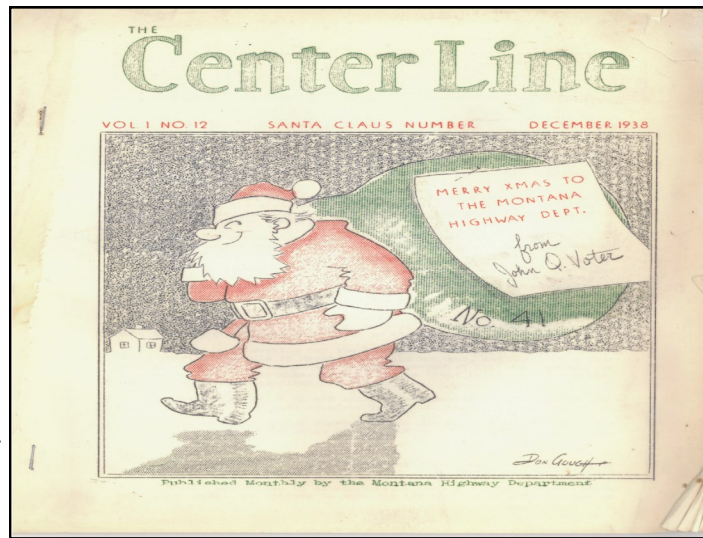
rolls. The dinner wrapped up with Neapolitan ice cream (striping crew nightmare) and cheese (binder). Employees could then dance to the swinging sounds of Skipper Kelly and his Commodores, a popular Helena dance band. Special entertainment was provided by department employees Roy Cheney and Jimmy Higgins of the secretive "General Committee." It is not known what that "special entertainment" entailed, but it was probably raucous and great fun for the revelers.

The December 1938 issue of *The Center Line* was the "Santa Claus Number." It contained the usual newsy information about the department, a long article about clipper ships, and Christmas want lists from the department's secretaries. In today's perspective, the newsletter

was anything but politically correct, which is probably why it's so much fun to read. It is certainly the product of a different time and different sensibilities. The secretaries had their own section in the newsletter called "Curves & Angles." This issue printed a "letter" to Santa Claus from 23 of the department's secretaries. Evelyn Coffey asked for six new hats, while Ruth Skinner wanted a box of M & O Cigars, a brand manufactured in Miles City. It isn't known if Mrs.

Skinner wanted to smoke the cigars herself or if they were intended as a gift for someone else. Verna Danforth requested "more news for the *Center Line*," and Jean Smith craved a wedding ring. Millie Dolan thought Santa could bring her a "brand new dancing partner," but Mary Dimich went one step further and asked for a "lieutenant from the Air Corps." Let's hope Santa was good to all of them.

The "boys" of the 9th Division, which covered Billings and Lewistown, also provided a wish list for the "corpulent old philanthropist with the white luxuriant white whiskers and brandy-tinted schnozzle." Curiously, many of the requests involved profanity descriptive of the gifts they wanted. Division administrator Ray Percy wanted a pipe which will whistle to him when he growls "where the hell did I leave that &\$XXB_° corncob." The division concluded with a Merry Christmas and Happy New Year to all the Montana Highway Department's employees. A sentiment I echo to all my fellow employees at the MDT!



The Center Line was the name of the Montana Highway Department newsletter in 1938.

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment.

Newsline is a quarterly publication of the Rail, Transit, and Planning Division, Montana Department of Transportation.



**Rail, Transit & Planning Division
Montana Department of Transportation**

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MDT Wants Your Comments On New Projects

To receive a list of highway projects MDT plans to present to the Transportation Commission, visit www.mdt.mt.gov/pubinvolve/docs/trans_comm/proposed_proj.pdf, <http://www.mdt.mt.gov/pubinvolve/stip.shtml> or call 1-800-714-7296. You can mail comments on proposed projects to MDT at MDT Project Analysis Manager, PO Box 201001, Helena, MT 59620-1001 or e-mail them to: mdtnewprojects@mt.gov.

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Contact Information

Only the most frequently requested numbers are listed here. For an area or person not listed, call 800-714-7296 (in Montana only) or 406-444-3423. The TTY number is 800-335-7592.

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Highway Traffic Safety-Janet Kenny (jkenny@mt.gov)	444-7417
Map Orders- http://www.mdt.mt.gov/travinfo/maps	444-6119
Multimodal Programs-Kraig McLeod (krmcleod@mt.gov).....	444-6256
Projects-Paul Johnson (paujohnson@mt.gov)	444-7259
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Secondary Roads-Wayne Noem (wnoem@mt.gov).....	444-6109
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Transportation Assistance for Montana Communities - 2017

Montana's local governments face numerous challenges in improving and maintaining their transportation infrastructure and services. Transportation needs outpace available funding at all levels. MDT administers many funding and planning programs that help local governments address their local transportation needs. Following are some MDT-administered programs that support local projects:

Planning and Technical Assistance

Systems Impact Analysis Process (SIAP) - MDT's SIAP ensures a coordinated review of major developments initiated outside of MDT that may significantly and permanently impact the state transportation system. MDT coordinates development reviews with Montana's local governments to ensure their concerns are addressed and provides technical assistance to local governments interested in developing local processes similar to SIAP. For more information, phone 444-9416.

Multimodal Transportation Plans - Outside of Billings, Great Falls, and Missoula, there are no federal or state requirements for transportation plans. However, MDT provides financial and technical support for transportation planning in other Montana communities, including some of our fastest growing cities. These cooperative planning efforts are usually managed by the local planning offices to ensure consistency with other planning efforts. The plans help identify deficiencies, needs, and funding to ensure an efficient, safe, and modern transportation system. For more information, phone 444-9240.

Travel Demand Forecasting - MDT develops and maintains state-of-the-art computer models in Montana's larger communities to forecast future travel demand and analyze alternative transportation improvements to accommodate existing and future demand. MDT works with cities, counties, and other government agencies in the development of these models, which help inform decisions about future transportation network needs. For more information, phone 444-9240.

Corridor Planning Studies - MDT provides financial and technical support toward the development of prioritized and selected corridor planning studies. The goal of these studies is to better scope projects before moving into the project development process, to achieve the lowest level environmental document while minimizing project delivery costs and time, and providing early opportunities for public and resource agency participation. For more information, phone 444-9240.

Safety Planning - This MDT program provides technical and financial assistance to local governments for the development of Community Transportation Safety Plans. Through a coordinated process, safety stakeholders and agencies identify the specific transportation safety issues in a community, develop strategies to address those issues, and determine the responsible agency/individual to monitor implementation of each strategy. Participating communities must demonstrate a commitment to implement and monitor progress. For more information, phone 444-7646.

Information & Education

Research Programs - MDT conducts research to discover, develop, or extend knowledge needed to operate, maintain, and improve Montana's multimodal transportation system. Interested parties can propose research topics by March 31st of each year through MDT's annual solicitation process. More information can be found at <http://www.mdt.mt.gov/research/unique/solicit.shtml>, or by phoning 444-7693.

State Highway Traffic Safety Programs - These programs provide funds to eligible applicants to promote the use of occupant restraints and prevent impaired driving. For more information, phone 444-7417 or visit www.met.mt.gov/visionzero/plans/safetyprg.shtml.

Bicyclist and Pedestrian - MDT's Bicycle and Pedestrian Coordinator serves as MDT's liaison to internal and external bicycle and pedestrian interests. The coordinator provides input and technical support related to the development of bicycle and pedestrian facilities and plans. The Bicycle and Pedestrian Program is a clearinghouse for bicycle and pedestrian safety and educational resources. For more information, phone 444-9273.

Data Collection and Management/GIS

MDT collects and maintains information about Montana's transportation system. Available to government entities and the public, this information includes a comprehensive location inventory of roads in Montana, including basic physical attributes such as length, width, and surface type; traffic volume and classification data; and mapping and GIS services and products, including the official Montana State Highway map. For information, phone 444-6103.

Additional Support

Most federal-aid funding for projects and programs require non-federal matching funds. Although not required to do so, the state provides matching funds for most infrastructure projects on the state highway system. Additionally, in times of federal program growth, the state has passed the growth in federal program funding on to programs of importance to local governments through the State-level Urban and Secondary Highway Programs.

Programs that benefit local governments are the result of cooperative state and local efforts to distribute limited funding as fair as possible. MDT continues its commitment to support local transportation planning and projects to ensure a safe and reliable transportation system for Montana communities. For more information, visit MDT's Rail, Transit and Planning Division website at www.mdt.mt.gov/mdt/organization/railtran.shtml.

Infrastructure and Capital Assistance

Fuel Tax - Counties and cities receive a portion of state fuel tax receipts based on statutory formulas for construction, reconstruction, maintenance, and repair of rural roads and city or town streets and alleys. For more information, phone 444-6103 or visit <http://www.mdt.mt.gov/business/fueltax/allocations.shtml>.

Bridge and Road Safety & Accountability Program – The 65th Montana Legislature passed a fuel tax increase that went into effect on July 1, 2017. A portion of the revenue generated by the increase will be allocated to local governments for road construction, reconstruction, and maintenance of roads and bridges. Initial allocations will be available March 1, 2018. For more information, phone 444-7294.

Surface Transportation Program-Urban - Federal and state matching funds are allocated to Montana's urban areas (areas with a population greater than 5,000) for improvements to the Urban Highway System. Priorities are identified at the local level through established planning processes that include the public. Funds are primarily used for street reconstruction, rehabilitation, and traffic operation improvements. For more information, phone 444-9240.

Surface Transportation Program-Secondary - Federal funding with state and local matching funds are allocated based on a statutory formula for improvements on Montana's Secondary Highway System. Capital construction priorities are identified at the local level and coordinated with MDT. Eligible activities include reconstruction, rehabilitation, and pavement preservation improvements. For more information, phone 444-6109.

Urban Highway Pavement Preservation - Federal and state matching funds are provided for cost-effective treatments to Urban Highway System routes. These improvements preserve the system, delay roadway deterioration, and improve roadway condition without adding capacity. Priorities are identified through MDT district and local government consultation and are based on pavement management systems developed and maintained at the local level. For more information, phone 444-7259.

Transportation Alternatives - Federal funding with state and local matching funds are provided for transportation alternative projects. Eligible projects include, but are not limited to, pedestrian and bicycle facilities, turnouts, overlooks, and viewing areas; lighting and safety-related infrastructure; projects to achieve ADA compliance; and environmental mitigation and wildlife connectivity. Projects are prioritized through a competitive process in accordance with federal eligibilities and requirements under MAP-21, 23 USC 213. For more information, phone 444-6118 or visit www.mdt.mt.gov/mdt/ta_application.shtml.

Highway Safety Improvement Program (HSIP) - Federal funds are available with state matching funds for infrastructure projects that improve highway safety. These funds can be utilized for any public road projects such as

signing, striping, guardrail installation, slope flattening, and intersection improvements. For more information, phone 444-9420 or visit www.mdt.mt.gov/publications/docs/forms/hsip_application.pdf

Off-System Bridge Program – Off-System Bridge Program – Federal funding with State and Local matching funds are allocated for replacement and repair of locally maintained bridges. Construction priorities are identified at the local level and coordinated with MDT. Eligible activities include reconstruction and rehabilitation. For more information, phone 444-6109.

Montana Air and Congestion Initiative (MACI) - Federal funding with state and local matching funds through this unique MDT program are for strategies to proactively address air quality issues related to carbon monoxide and particulate matter. Projects in eligible air quality nonattainment or at-risk areas are prioritized and selected based on air quality benefits. Eligible projects include the purchase of street sweepers and flush trucks necessary to reduce particulate matter and the funding of intersection channelization and signal synchronization projects to reduce carbon monoxide emissions. For more information, phone 444-7294.

EMS Grant Program - State funds are available through a competitive process to volunteer emergency medical providers for acquiring or leasing ambulances or emergency response vehicles, training, communication equipment, and for medical care equipment. For more information, phone 444-0856 or visit www.mdt.mt.gov/business/grants_ems.shtml.

Montana Essential Freight Rail Loan Program - MDT administers a state program that provides loans for railroad improvements including construction, reconstruction, or rehabilitation of rail lines and related facilities. Eligible parties include railroad owners and operators and certain port authorities. For more information, phone 444-7294.

Transit - Federal funding programs administered by MDT support community transit systems with operating, capital, and facility costs. A locally developed coordination plan is required which must include public services as well as services for the disabled and elderly. Federal Health and Human Services funds may be used to match federal Transit funds. For more information, phone 444-9192 or visit www.mdt.mt.gov/business/grants_transit.shtml.

City Park Rest Areas - State funds are provided to assist maintenance activities in communities with existing City Park Rest Area facilities. Proposals for assistance must directly benefit the traveling public. Expenditures must be reviewed and approved by MDT to be eligible for local government reimbursement. For more information, phone 444-7653.

Ferry Boat Program - Federal funds are mainly for Chouteau and Blaine Counties with some involvement with Fergus County for funding improvements to the ferries and facilities. For more information, phone 444-6109.